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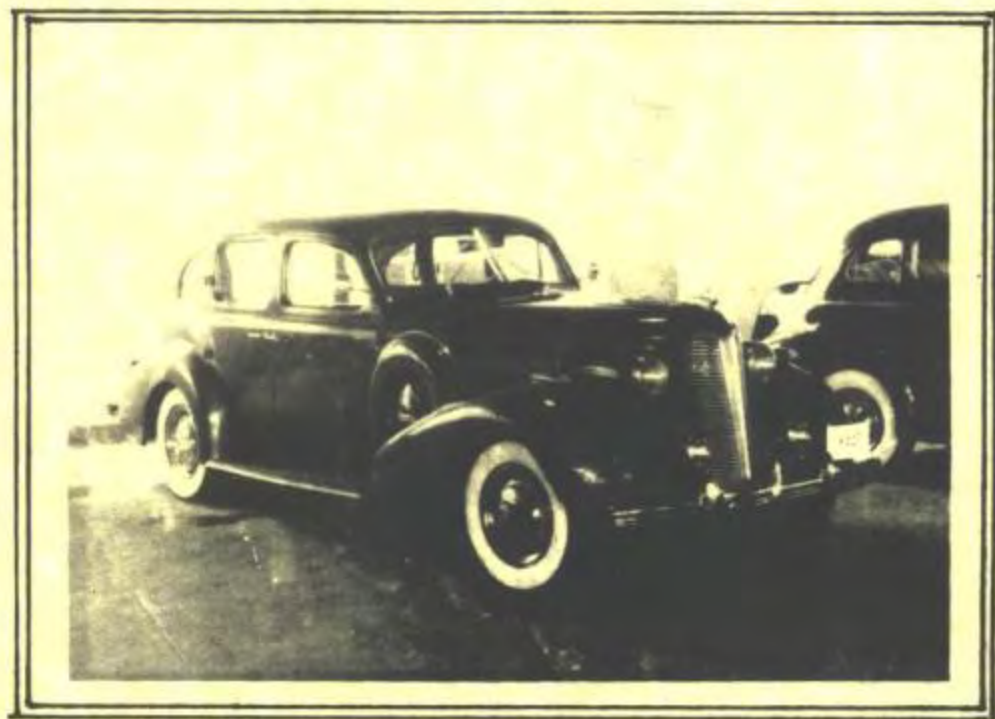
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# THE TORQUE•TUBE

THE NEWS PUBLICATION FOR MEMBERS

OF THE 1937-1938 BUICK CLUB • FOUNDED 1980



**Volume IV • Number 5**



# THE TORQUE·TUBE

THE NEWS PUBLICATION FOR MEMBERS OF THE 1937-1938 BUICK CLUB • FOUNDED 1980



VOL. IV • March 1986 • NO. 5

## • One · Liners •

*From a very generous -- but for present purposes anonymous -- member, whom I had referred to an obscure supplier of parts, I received just before Christmas a box of excellent cheese.*

Wife: "Who sent that cheese?"

Editor: "One of the Club members."

Wife: "Why did he do that?"

Editor: "I answered a question he had."

Wife: "What was the question?"

Editor: "'Do you like cheese?'"

*Last June, I was working on my car. One of my neighbors, a decent fellow but totally ignorant about old-car matters, strolled by.*

Neighbor: "Finished restoring that car yet?"

Editor: "Oh, my, there's a long way to go for that."

Neighbor: "You should join a club."

### COVER CAR

I took this shot of Al Klavora's beautiful metallic blue 1937 "plain-back" Special sedan at the BCA Great Lakes meet last summer. It's the same model I have, but his is so much better, I even got a little jealous. Al (#498) lives in Chesterland, Ohio, a Cleveland suburb.

• FOUNDED BY DAVE LEWIS •

• William E. Olson, Editor •

• 842 Mission Hills Lane, Worthington, Ohio 43085 •



I walked past the house of another equally ignorant but more opinionated neighbor, who was engaged in his favorite summer activity: sitting in the shade with a tall glass.

Neighbor: "What're you gonna do for gas?"

Editor: "Huh?"

Neighbor: "What're you gonna put in that old car when they take leaded gas away?"

Editor: "Unleaded gas."

Neighbor: "Ya can't do that."

Editor: "I'm doing it now; car runs fine on unleaded gas."

Neighbor: "Somebody changed it!!"

To conclude this bit of levity, do you know the difference between an idiot and a maniac?

An idiot is a guy driving three miles per hour slower than you are on the freeway; a maniac is a guy driving three miles per hour faster.

## • Tall Tales •

Here in the Midwest anyway, it's still a little chilly. Nothing to compare with Canada, Minnesota and other places further north, I know, but bloody disagreeable nevertheless, especially by February.

Speaking of the far north, I had a little exchange of correspondence last winter with Curt Backer (#468) of Bagley, Minnesota, which is away up there by the Red Lakes. He says they still cut ice off the lakes, but it must be done before October 15, 'cause after that the ice gets too thick for any known type of saw and has to be drilled and "shot" by coal miners. Ice fishing, of course, is pretty much out of the question. Curt also says they can't grow any vegetables that don't do a seed-to-table routine in 45 days, and everybody takes off his (or her) thermal underwear on the Fourth of July. So all you dudes below the Thirty-Third Parallel, count your blessings and think about Curt, who's a state policeman and has to go out in that weather. Think also about Dick Parkes (#169) up in Kamloops, British Columbia where they had to put the railroads underground, it's so cold.

Actually, I made some of that up, folks, but it is cold in those places. It is therefore with an extra measure of gratitude that I salute both Dick, who sent me a 1938 Buick ad featuring Miami, Florida where "palms and Buicks line the roads," and fellow-Canadian Ross McConnell (#484) who did a nice job turning the colored inks in the ad into a printable 8½ x 11 half-tone. Ad appears elsewhere herein. Another Parkes-McConnell product featuring another nice place -- White Sulphur Springs, West Virginia -- will appear in a future issue.

Cold weather of course means skiing in some parts of the world, and that leads me -- in a somewhat roundabout way that will become more apparent in a

minute -- to report that I have been deceived. The fantasy-mobiles that I have been showing you under the heading DUG'S DOODLES are not the work of Dug Waggoner (#010) at all, but rather of a mysterious and inscrutable Oriental pen called NIKKO. Somewhere in the Mysterious East, NIKKO was suffused with Fabulous Powers, including the ability to draw things by himself. Here is what Dug has to say about the business.

"I was just sitting here thinking of how nice (but cold) the weather is. Then I thought of snow, skiing, ski resorts, transportation and the like when my pen started coughing and spitting (see page 2, Vol. IV #4 at top; he usually does this when he's thinking heavy thoughts). When this happens I have to grab him quick or he draws random scribbles that I can't decipher. But when he has some restriction to his burst of energy he draws some rather interesting statements. God knows what he draws in the drawer at night when I leave. But I have never been able to catch him at it in the morning. He must draw subconscious thoughts -- or maybe he only displays his thoughts when he's "on stage" and in a "working" atmosphere.

So, here's my (Nikko's) ideas for a ski resort depot-limo. I have no idea why he put sidemounts on it. Maybe the spring "conversion kit" puts tires all around? This nine passenger "Buick-Kat" would fit right in back in your area or in any world-class resort worthy of such a grand metamorphosis."



I can't imagine where NIKKO got the notion of a "Mission Hills Ski Resort." In fact, I do live on a hill -- one of very few around here and perhaps the steepest in the county -- but Columbus, Ohio is not exactly ski country. (In fact, Mission Hills Lane was -- I discovered recently -- named after a golf course somewhere.) But most foreigners turn out to have flawed perceptions of the USA, and I guess NIKKO is no exception.

Now, lest the Injunctions and Admonitions of the Editor's Conscience be amended to include Tall Tales and One-Liners as well as Chatter and Droning, and the feared Wrath of Glass be unleashed, I will turn to Business.



THEY'RE SAYING

*"Better buy Buick!"*

IN MIAMI



There are 4 ROADMASTER models ranging in price from \$1645 to \$1983, and 3 LIMITED models from \$2176 to \$2453 delivered complete at Flint. State and local taxes if any and transportation extra.

The Buick shown is the ROADMASTER convertible phaeton, delivering at Flint, Mich. at \$1983, complete with standard equipment.



Palms and Buicks line the roads

Those who get around a lot were first to take to the new Buick, with the result that a roll call of present Buick ROADMASTER owners reads like a digest of our most socially active families. For getting around is both easy and pleasant in this brilliantly behaved traveler; it is not only inches bigger and blessedly smoother, but agile with the energy of 141 horsepower that can flash you from ten up

to sixty in eighteen seconds flat. There's even more to ROADMASTER than meets your appreciative eye — so much more that we doubt if you can match its merit within a thousand dollars of its price.



Sun... good... rest — and Buick makes your fun complete



*Buick*

# COLLECTOMANIA

An article in the Lawrence Tech alumni mag  
featured John Fawcett (#242) • Southfield, MI



"Collectomania," is what some have called it — the rapidly growing interest by people in anything from old and not-so-old furniture, paintings, and ceramics to beer cans, barbed wire fence strands, and Barbie dolls.

Various sources have estimated in the United States alone there are between 20 to 25 million collectors of one type or another. *Time* Magazine has wryly observed that "there are no junk stores anymore, only antique shoppes."

To most serious compilers, collectibles are any object of intrinsic value and aesthetic appeal. But a visit to all but the most exclusive auction or show illustrates that Mickey Mouse bloomers can be just as popular as Ming vases, and sometimes the two sell side by side for similar prices.

Students, alumni, faculty, and staff at Lawrence Institute of Technology are active participants in the worldwide collecting phenomena.

Although the accumulators highlighted here are just the tip of the collecting iceberg at LIT, one thing's for certain — man-made, natural, or downright unnatural, you name it, and someone collects it.

## Old Cars

"I grew up during the Depression and never had a shiny new car like some of the fellows did in high school," alumnus and former LIT professor John Fawcett, ME'43 says, "so I guess it was inevitable that someday my yearning for one of the automobiles of my youth would get the better of me."

He would watch the antique car parades at Greenfield Village and each time the old longing would grow stronger.

"After holding out for several years, I finally gave in and joined the ranks of the collector car set," John

recalls. "I plunged in and bought a '38 Buick that didn't run — the engine was frozen. It's still not running but I've made some progress on a ground-up restoration.

"Unfortunately though," he continues, "I still needed something to drive, so I bought and trailered back a '38 Buick Roadmaster from Marion, New York. I found out, however, that although I could drive it occasionally it still needed a lot of work so it didn't really fit my requirements. Because of this, I 'made the mistake' of going out to look at a beautiful '47 Olds 98 — similar to the one I had owned for eight years. I ended up buying it and eventually put the Roadmaster in storage."

By that time, however, the collecting "bug" had bitten John and saying no to a "great deal" became harder than ever.

(CONTINUED)



"Soon after I purchased the other cars, I found that I couldn't resist a '66 Mustang convertible which I had always wanted and a year later a '39 Buick carried me away. The Buick was supposed to be an "easy restoration" but what I didn't realize until after I had bought it was — there's no such thing!"

"Now I've got two cars in various stages of restoration, two in driving condition, and one in storage," John notes. "There's a lot of work involved in restoration, but it's fun and someday it will be a good hobby for my retirement. "I'm learning bodywork and painting and a lot about the ins and outs of the 'trade', like — whatever old car parts you buy, you'll usually find them later for half the price you paid."

"So," John concludes, "now I have a house full of old parts, two disassembled cars in the garage and, thankfully, an understanding wife."



John's 1938 model 67 as found, showing original interior.



(CONTINUED)





These photos show the 1938 Century as found in 1984. The fabric is Tan Bedford Cord--Trim No. 409. Notice the diagonal or diamond pattern in the fabric. I have not seen any other cars with this type of upholstery, but it appears very clearly to be original. Most Bedford Cord fabrics are parallel stipes, not diagonals.

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MYSTERY CAR: There is a clue to the identification of this car in a prior issue, if not to the identification of the arm. First member to solve wins three "attaboys."

# "One of the Best"



**by Dan Howell - San Leandro, CA**

For many years I've been interested in old cars and have had several. In 1978, a friend was working on a mansion in San Francisco and spotted two cars in the carriage house which was attached to the mansion. Upon inquiring, he found that both cars, a Cadillac (which he was interested in) and a 1938 Buick Special, were for sale. He called me about the Buick because he knew I was interested in Buicks. At first I said "NO" but the thought kept ringing a bell in my brain. The next day I called him and said I would like to see the car. (Incidentally, stored also in this carriage house were two mint-condition horseless carriages but they were not for sale.)

The Buick belonged to a doctor from 1938 to 1953, when he purchased the new Cadillac and put the Buick in the carriage house, where it sat for the next 25 years. By 1978, the doctor had been dead for several years, and his daughter wanted to sell the two cars as she had no use for them.

The mansion was in the hills of San Francisco and because some engine parts were removed and the brakes were not working, a neighbor and I towed the car home with his pickup truck. The parts that were removed from the engine were found in a gunnysack in the trunk so the car was complete and original. As my restoration project began I put the parts back on the engine, got it running and rebuilt the brakes. Also all the chrome parts were taken off and redone, because of rust, and the car was repainted to the original color. The interior is still original and in good shape.

(CONTINUED)



The car was now ready for tours so my wife and I went on many short tours with the CHVA around the Bay Area. The car performed well and we had lots of fun in it.

We planned on taking it on the CHVA National Tour to Oregon in 1983 but I noticed that when the engine was run on hot days, the oil pressure would drop to "0" when idling so we didn't take it with us on that tour, but used another car. When the 1985 CHVA National Tour was planned, I decided to rebuild the engine and take the '38 on that tour.

I started rebuilding the engine about two months before the tour thinking I had plenty of time. However the places that grind crankshafts, blance same, and do other machine work on engine parts move very slowly, so when the engine was put back into the car it was only two weeks before the start of the tour.

The rebuilt engine had run only 400 miles when we took off on the tour. We were headed for Couer d'Alene, Idaho and we hoped for the best. Maybe because it was a Buick or just luck, we arrived in Couer d'Alene three days later without a single problem. That is a long way to go in a 47-year-old car alone, without any other car with you. We were to meet the other cars of the tour in Idaho, but wanted to visit relatives for a few days so left early by ourselves. We toured across the state of Washington and back home to San Leandro, California without a single problem. It was an enjoyable tour with the car performing very well. The trip covered about 3,000 miles and the car averaged 14 miles per gallon. We drove over three mountain ranges that had elevations of from 5,000 to 7,000 feet and the car pulled every one in high gear with ease.

We also came home by ourselves but by this time we were more relaxed about the car traveling along the roads. We traveled along the old redwood highway that was built through the giant redwoods when this car was new. It was like going back in time 40 years. We stopped at some of the old resorts that still look the same and the people in the area came to look at the car and said that it brought back memories of the time when cars of this vintage traveled these roads.

I think this car is one of the best Buicks ever built and it sure gets plenty of attention when I take it out for rides.

Dan Howell

\* \* \* \* \*

THANKS, DAN! "Pulling the mountain ranges in high gear" is one of the virtues of the 4.4 rear end that our "cops and robbers" 3.9 fans may have overlooked. Many more happy tours!



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Model No. 21, Touring

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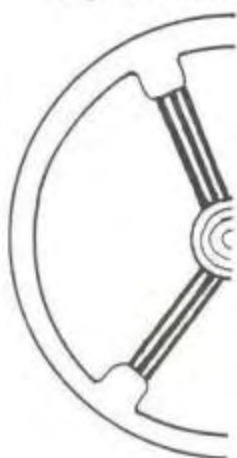
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. "PEEP" SIDE VIEW MIRRORS, AUTHENTIC SCRIPT, FACTORY ACCESSORY. VENT DRIP MOULD MOUNT. \$25/EACH- LEFT OR RIGHT.		\$50/PAIR

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## Odds & Ends



GOING TO BOSTON? Members who find themselves with car trouble requiring emergency road service in the vicinity of Boston, Massachusetts may call Ken Huegel (#325) at 723-0800 for help. Identify yourself as a Club member. Thanks, Ken. As of last summer, Ken's 1937 model 41 was in pieces for a complete frame-up restoration and we hope he's making good progress.

HAMMING IT UP. At the suggestion of Charles Jekofsky (#524), who is an amateur radio ("ham") operator, any other such persons in the Club are requested to identify themselves either to Charles or to the Editor. Charles would like to talk to you by radio, and if there is any number of hams at all beyond one, you can all talk to one another. Sounds like fun. Charles neglected to tell me his call letters/numbers (or whatever they are) but here's his address -- no, you look it up in the Roster, dammit, that's what it's for!



PIPKIN UNMASKED! Over the years we have heard again and again from Bob Pipkin (#076), who knows more about Buicks and how to restore, repair and rehabilitate them than Beelzebub knows about Sin. Recently we saw some pix of the current Pipkinmobile, a tantalizing-beautiful 1938 Century sport sedan. However, so far as I know we have never pictured the Man Himself. So here he is at last, shown at the BCA 1985 National with two cars he restored: the Century and a convertible sedan which he sold a while ago. I always figured since Bob knows so much and has restored so many cars he must be hoary with age, but in the photo he looks pretty trim and youthful. At least by my standards. Take a bow, Bob.



# TECHNICAL TIPS



1938 GLOVEBOX & RADIO MEDALLIONS. David Bylsma (#117) of Hanover, MD sent me this note.

"One of the latest issues of THE TORQUE TUBE had an article about the '37 glovebox medallion. Well along with the glovebox clock, the radio also was an option in 1938. So if you did not purchase one, or the other, or both, they put a Buick medallion in its place. The colors match those on the horn button. The clock medallion looks the same as the center radio medallion, but it is larger. Also the clock medallion mounts the same as the clock. All three radio medallions clip into place. Since there are not many cars around without the clock or the radio, I do not have any pictures of the medallions. But I drew the above pictures to the best of my memory."

It should be noted that on 1937 cars without radios, there is a brown metal plate with vertical chrome strips in place of the radio. This does not have the holes in it, so there are no comparable 1937 medallions.



GAS-PROOF SEALER. In the last issue, we discussed the difficulties that may follow a combination of gasoline and silicone sealer. I recommended an "aviation-type" gasket material if you must use something that will contact fluid gasoline. Greg Marshall (#148) of Westminster, CA has a more specific recommendation based upon personal experience: Permatex 97B. That's exactly the kind of product I had in mind. Thanks, Greg.

1938 40-SERIES DASH PANELS. In addition to the material elsewhere herein on dash patterns, you may wish to note the following. Lou Wildt (#245) of Cincinnati, Ohio sent me a few color photos of the dash panel removed from his '38 46C. The area under the radio grille was well preserved, and shows exactly the kind of figure pictured in the sales brochure drawing (see Vol. IV., No. 3, page 14). Colors vary from golden tan to dark brown: i.e. a walnut "flame" or "burl" figure.







## TECHNICAL TIPS



**BRAKE HOSES.** In Issue 3 there was a question concerning brake parts for 1937 80 and 90 series cars, and the difficulty in finding replacements for some of these. Paul Culp (#508) has suggested that the short hose that runs off the back of the master cylinder on some '37 and '38 large series cars may be replaced with NAPA part no. 36804. See drawing below. Although the length of the original is about 9½ inches and the NAPA part is almost 10 inches too long, apparently it will work.

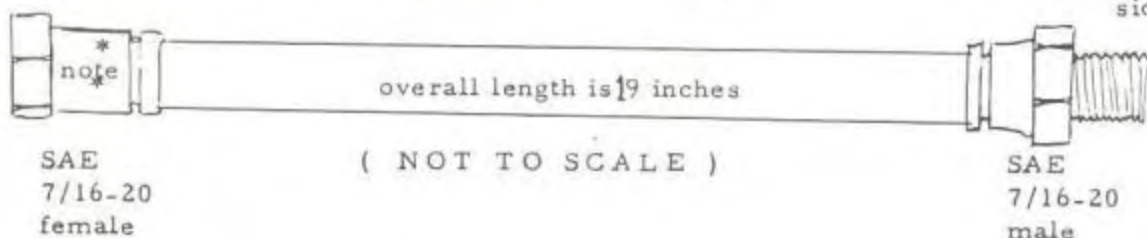
' Chassis Hose ' # 36804

NAPA

United Parts Division

Chassis side The Echlin Manufacturing Company

Master cylinder side



This replacement hose has the correct connections on each end although the length is about 10 inches too long. But long enough to make a gentle loop. Please note:

\* The female side of the original hose is extra deep so be sure to have about a half dozen copper washers for the above line to act as spacers so as not to bottom the threads of the chassis bolt in the hole.

Another way to replace this hose is to call "Mike" at Wisnowski Antique Auto -- 414/645-5454. Apparently, he has a supply of NOS hoses; having recently become aware of their value, he is charging \$30 apiece for them, according to Dave Lewis.

Yet a third way, using your old worn-out hose or the above drawing as a pattern, is to go to a firm that repairs hydraulic systems and have a new one made. Such a shop can do this easily, according to Dick DerMarderosian (#260) of Westwood, MA, who suggested this to me, and who has successfully gone this route. A look at my local telephone book showed numerous firms, under "Hydraulic Systems." Even away from larger cities I would think someone could be found to do this, since hydraulic system hoses are used on all kinds of earth-moving equipment, fork-lift trucks, etc. Thanks to all who contributed to this little exercise. Mutual aid is what this Club is all about, and here we have another fine example of that.



## TECHNICAL TIPS



**BATTERY CABLES.** If, as suggested several issues back, you install a battery disconnect switch, you will need an additional cable to run from the switch to the starter. Where the switch is mounted low on the firewall or inside the right front fender of a 1937 car, a good cable to use is STANDARD Ektron A19-1L. This has the right length (19 inches), gauge and fittings. Might well work for 1938 too. My only problem with it is that it's blue; a black one would probably look better and more in keeping with other equipment, but the disconnect switch ain't "authentic" either. I mounted mine low on the firewall with a homemade bracket. Since I was too lazy to take the whole interior firewall kick panel out, I used big self-tapping screws to hold the bracket, and they work OK. (You can avoid this by mounting the switch inside the front fender, in which event you eliminate the bracket and drill a 3/4-inch hole through the inside of the fender to the engine compartment. However, with this arrangement you must reach inside the fender to turn the switch, which I found less convenient than opening the hood.) Guess what I made the bracket from? The handle of a discarded Boy Scout mess kit! It's just the right length. I fished that out of the trash two years ago thinking: "This would make a good bracket for something." Now, if that had been three years ago, it would not have worked, 'cause I would have lost it by now. Even though the Editor's Conscience has not proscribed Pseudo-Technical Blabbering, I think I had better now end this with some solid, no-nonsense advice:

NEVER USE MODERN BATTERY CABLES DESIGNED  
FOR 12-VOLT SYSTEMS.

They are too thin. You want a No. 1 Gauge cable. Remember Ohm's Law? For next month's Pseudo-Technical Blabbering, I may tell you about the Power of Buick Starters Versus the Resistance of Garage Doors. But then again I may not.

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## QUESTIONS ANSWERED



... by *Dave Lewis*

**Question.** In 1937 and 1938, I believe cars had optional wheel and wheel-pinstripe colors. Each car color had a different combination. Could you tell me the options for my 1937 model 41 which is gray? Is there a chart that could be published?

**Answer.** Surprise! There were no optional wheel colors in 1937. Although many restorers have done that, and fooled some judges, it is not authentic. According to all literature I have seen, all 1937 Buicks had wheels painted the same color as the body. There were, however, a few options as to the stripes. In 1938, there were wheel color options for most body colors, but only one stripe for each color. Back in Volume I, we printed some charts of these colors, but since many members have not seen those issues, this is probably a good time to repeat the



information. The original charts are hard to read, so we have reconstructed the chart for 1937, and for 1938 duplicated the chart in the Engineering Features book. There are no chips or charts or formulas for the wheel or stripe colors, so you're on your own where it's not obvious, except for these suggestions: "Roi Grey" is more of a dull silver than anything else (mix silver and medium gray until you get something you like); scarlet is a red that tends toward orange.

1937

<u>Code</u>	<u>Body Color</u>	<u>Wheel-Stripe Color</u>
500	Imperial Black	Roi Grey
501	Chancellor Blue	Roi Grey
502	Coronary Green	Roi Grey
503	Sandringham Maroon	Roi Grey
504	Sudan Blue	Roi Grey
505	Wellington Grey	Pimpernel Scarlet option: Carteret Red
506	Windsor Grey	Pimpernel Scarlet option: Carteret Red
507	Ottawa Blue	Roi Grey
508	Samarra Beige	Pimpernel Scarlet option: Carteret Red
509	Bengal Brown	Pimpernel Scarlet option: Carteret Red
510	Hampton Grey	Carteret Red
511	Balmoral Green	Medium Cream
512	Hampton Grey	Carteret Red

The 1938 chart appears below. Where the stripe color is shown as "Silver-Yellow" the center stripe was yellow and the two outer stripes silver.

COLOR OPTIONS ON ALL MODELS					
COLOR COMB.	BODY COLOR	OPTION No. 1—ON ALL SERIES		OPTION No. 2—SERIES 40-60-80 ONLY	
		WHEEL COLOR	STRIPING COLOR	WHEEL COLOR	STRIPING COLOR
515	Rembrandt Black	Black	Silver	Dante Red	Silver
516	Gainsborough Blue	Gainsborough Blue	Silver	Dante Red	Silver
517	VanGogh Green	VanGogh Green	Silver	Sevenjay Green	Silver-Yellow
518	Titian Maroon	Titian Maroon	Silver	Dante Red	Silver
* 519	Botticelli Blue	Botticelli Blue	Silver	Dante Red	Silver
520	Whistler Grey	Whistler Grey	Carteret Red	Dante Red	Silver
521	Homer Grey	Stanhope Blue	Silver	Stanhope Blue	Silver
522	Corot Beige	Bugatti Red	Silver	Bugatti Red	Silver
* 523	VanDyck Brown	VanDyck Brown	Silver	Ormond Tan	Creme
524	Raphael Green	Sevenjay Green	Silver-Yellow	Sevenjay Green	Silver-Yellow

525 Cezanne Cez. Beige Silver Bugatti Red Silver  
Beige

\* Also Vincennes Red & Cream

# Using a Vacuum Gauge

I discovered the following article in a 1940's MOTOR Auto Repair Manual (Copyright owner of the manual - The Hearst Corporation). It does not appear in the current "Vintage Car Edition." With so many kinds of modern test devices in use today, I had almost forgotten about the old vacuum gauge. And I had never realized all the things it could do. Vacuum gauges are not expensive, and those of us having cars with manifold-operated wipers will find an easy place to hook one up.

I have not done all of the tests outlined in the article, and cannot vouch for their accuracy or for the correctness of all the diagnoses set forth. Like any testing device or technique, the gauge should be used in conjunction with other devices or techniques, and with the judgment and experience of the tester. Moreover, it should be observed that some of the tests must be done in correct sequence to avoid possibly misleading results. At the least, however, I thought the article would be fun to read, and the tests fun to do, for those of you who are not familiar with them. Needless to say, an accurate gauge is the first prerequisite. Happy testing!

## USE OF VACUUM GAUGE

Testing engines for various faults with a vacuum gauge is basically determining whether the engine is functioning at its higher R.P.M. at a fixed throttle position. The reason for this is that the highest steady vacuum reading will be obtained at the highest engine R.P.M. at any fixed throttle position. Any condition in the engine, such as incorrect ignition timing, improper valve action, carburetor out of adjustment, air leaks in the intake manifold, etc., are immediately shown by an erratic vacuum reading.

Inasmuch as the vacuum readings depend upon engine speed, a tachometer (R.P.M. indicator) may be used in conjunction with the vacuum gauge to show engine R.P.M. while making the tests.

All vacuum gauges indicate the difference between the pressure inside the intake manifold and the atmospheric pressure outside of the manifold. Consequently, normal vacuum readings will decrease above sea level because atmospheric pressure decreases above sea level. Because of this, the altitude above sea level must be taken into consideration when making tests. Generally speaking, the vacuum will read one inch lower for each 1,000 feet above sea level. The following table gives the approximate readings, in inches of vacuum, that should be obtained in a well tuned engine at sea level and above.

Sea level to 1,000 ft.....	18 to 22
1,000 to 2,000 ft.....	17 to 21
2,000 to 3,000 ft.....	16 to 20
3,000 to 4,000 ft.....	15 to 19
4,000 to 5,000 ft.....	14 to 18
5,000 to 6,000 ft.....	13 to 17

It must be remembered that any variation in atmospheric conditions will cause a change in the above readings, just as a barometer will rise and fall in line with weather conditions. When using a vacuum gauge, the most important thing to watch is the action of the gauge rather than obtaining an actual or theoretical reading. If the operator is inexperienced in interpreting the indications of such an instrument, it is advisable to experiment on an engine by actually creating faulty conditions and then noting their effect on the vacuum gauge.

**TEST PROCEDURE**—Warm up the engine to normal operating temperature. Attach the hose of the vacuum gauge to the intake manifold fitting. If this fitting is not conveniently located, the hose may be attached to the windshield wiper connection. However, care must be exercised to see that there are no leaks between the manifold and the connecting point.

If the engine is equipped with a combination fuel and vacuum pump, it is necessary to disconnect the vacuum booster in order to obtain an accurate reading of any engine discrepancies.

Continued



Run the engine at idle speed. If the indicator hand springs back and forth without apparently indicating any one condition, it indicates there is more than one trouble to be corrected and the gauge is attempting to show all the troubles at one time.

In the illustrations, the dark needle indicates a steady hand, while the light needles indicate the hand fluctuating between the positions shown. The data given below are the result of experiments made by the Ted Nagle Equipment Corp.



Fig. 12 An engine in good condition should indicate 18 to 22 inches of vacuum at sea level with engine idling

**NORMAL ENGINE**—Fig. 12. At idling speed, the gauge should read the approximate number of inches as shown in the table above for a specific altitude. Generally speaking, the newer high compression engines should read at about the upper limits, while the older models should read at the lower limits. Thus, an engine in good condition should indicate 18 to 22 inches at sea level, with the pointer steady.

When the throttle is opened and quickly closed, the pointer will drop to 4 to 6 inches (open throttle vacuum) and rise without pulsation to the normal reading.



Fig. 13 Vacuum reading with ignition off and starting motor in operation. A reading of less than 5 indicates leakage from exhaust manifold to intake manifold

**LEAKAGE FROM EXHAUST TO INTAKE MANIFOLD**—Fig. 13. This test is made with the engine hot but not running. If the car is equipped with an automatic starting device, disconnect the necessary wires so the unit is inoperative. Also on models equipped with an automatic electric choke operated by the starting switch, it will be necessary to disconnect it to prevent it from operating when making the test. The carburetor throttle is to be completely closed by turning back the throttle screw.

Crank the engine with the starter and if the gauge shows about 5 inches of vacuum, there is no leakage. If it indicates about 3, leakage is present. If leakage is indicated, repairs should be made before attempting any further tests, as this condition would cause subsequent tests to be misleading.

Be sure the battery is fully charged in order to have sufficient speed of the starting motor.



Fig. 14 If needle fluctuates below normal with engine idling it indicates air leak in intake manifold or gasket, or carburetor gasket

**INTAKE AIR LEAKS**—Fig. 14. Tests should be made with the engine running at proper idling speed. If there are any leaks in the intake system, such as leaky intake manifold gaskets, windshield wiper or tubing, manifold to carburetor gasket, vacuum starting switch, vacuum brakes, vacuum transmission control, or vacuum clutch, they will be indicated immediately on the gauge. The pointer will drop from 3 to 9 inches below normal and will remain quite steady, but will have a tendency to drop lower, depending upon the speed of the engine and the increase in leakage due to heat expansion.



Fig. 15 Vacuum readings with open and closed throttle to detect exhaust back pressure

**EXHAUST BACK PRESSURE**—Fig. 15. The purpose of this test is to determine whether or not there is any restriction or clogged condition in the exhaust system which would cause a back pressure in the manifold. The test is made by slowly opening the throttle until approximately 2,000 R.P.M. is reached. Close the throttle quickly. If there is no excessive back pressure, the pointer will return to normal reading quickly. If the gauge registers 5 inches or more above the normal reading and seems to stop momentarily in its return to a normal reading, the exhaust system is partially restricted.

When such a condition is found, it is necessary to check all those units which might cause the trouble. These include (1) damaged exhaust pipe, (2) heat control valve partially or wholly closed, (3) heat control valve shaft frozen, (4) exhaust system clogged due to incorrect installation of exhaust pipe heater, (5) clogged muffler.



Fig. 16 Indication of cylinder head gasket leakage — engine idling

**CYLINDER HEAD GASKET LEAKAGE**—Fig. 16. If the cylinder head gasket is leaking, the pointer will drop sharply from the normal or maximum reading to a reading of approximately 10 inches or less with engine idling. If the gasket is blown between two adjacent cylinders, the drop will be much greater.

A more positive way of testing for such a condition is by making a compression test with a compression gauge as the compression readings will be identical for the two adjacent cylinders between which the head gasket is leaking.



Fig. 17 With engine idling, the above reading indicates either late ignition timing or valve lash set too close. A reading above normal indicates early ignition timing



**IGNITION TIMING**—Fig. 17. If the pointer remains at 2 or 3 inches below normal and is practically stationary, it indicates late ignition timing. If the gauge reads above the normal reading, it indicates that the ignition timing is too early.



Fig. 18 An intermittent drop below normal indicates valve leakage

**VALVE LEAKAGE**—Fig. 18. If the valves are leaking, the pointer will drop one or more inches from the normal maximum reading. If only one valve is leaking the drop will occur at regular intervals whenever the one particular valve is attempting to close. If more than one valve is leaking, the action will be more frequent, depending upon the number of valves which are not seating properly.

**VALVE LASH**—If all of the valve tappets are evenly adjusted, but are set to close, the readings will be below normal but will remain steady (see Fig. 17). If valve tappet clearances are not uniform a reading similar to the one for leaking valves, Fig. 18, will be obtained. It is always advisable to have the vacuum gauge connected to the engine when adjusting valve lash.



Fig. 19 Rapid intermittent dropping from normal reading indicates sticking valves

**STICKING VALVES**—Fig. 19. A sticking valve will be indicated by a rapid intermittent dropping from the maximum normal reading. Such a condition is readily distinguished from a leaking valve inasmuch as the drop of the pointer will occur with even regularity but only when the faulty valve or valves stick. Such a condition can be definitely proven if the application of a small quantity of penetrating oil remedies the condition.



Fig. 20 Vacuum readings with open and closed throttle. Fluctuations increasing with engine speed indicate weak valve springs

#### WEAK OR BROKEN VALVE SPRINGS

—Fig. 20. Weak valve springs can be determined by running the engine at steadily increasing speeds up to approximately 2,000 R.P.M. If the pointer fluctuates rapidly between 12 and 24 inches, and the fluctuations increase in speed as the engine R.P.M. is increased, weak valve springs are indicated.

If a valve spring is broken, the pointer will fluctuate rapidly every time the valve attempts to close.



Fig. 21 With engine idling, fluctuations between 5 and 10 inches indicate late valve timing

**LATE VALVE TIMING**—Fig. 21. If the valve timing is late the pointer will fluctuate between 5 and 10 inches.

However, if the valve timing is only slightly late, the reading at idling speed will probably be normal. Late valve timing is also indicated by the engine overheating or by its laboring.

**PISTON RING TEST**—Fig. 22. Before making this test, it is essential that the engine shall have given normal readings on all previous tests. Also, it is imperative that the oil in the crankcase be in good condition, as poor or diluted oil will be indicated as a loss of compression when such is not actually the case.

To test for improperly fitted, defective or leaking piston rings, the engine should be run at idling speed. Then open the throttle quickly to the full open position, allowing the engine to pick up speed to about 2,000 R.P.M. Close the throttle quickly. If the pointer jumps immediately to 5 or more inches above the normal vacuum at idle, the rings are in good condition.

A reading of less than 5 inches above the normal idle reading indicates a loss in compression and the engine should be given a compression test before condemning the rings.



Fig. 22 With open and closed throttle, if vacuum temporarily goes above normal as engine speed falls to idle, compression is good



Fig. 23 With engine idling if fast vibrations at normal vacuum are evident it is an indication of ignition trouble. Slow pointer movement at normal vacuum indicates incorrect carburetor idle adjustment

**GENERAL IGNITION TESTS**—Fig. 23. Defective spark plugs or improperly spaced plug gaps, burned or improperly spaced or synchronized distributor contact points, or any leak in the ignition system caused by high tension cables, distributor cap or weak ignition coil, will be indicated by excessive vibration of the pointer at about 1 inch above or below the normal reading.

**CARBURETOR IDLE ADJUSTMENT**—Fig. 23. A slow movement of the pointer at idle speed at normal vacuum reading may be due to incorrect idle adjustment of the carburetor. The carburetor idle adjustment should be made to give the most steady reading of the vacuum gauge.







## More on Dash Panels



# *Chevrons Revealed !*



You will recall that in previous articles on this subject, we noted reports from at least two members of a "checked" or "Chevron" pattern on 1938 60-series dash panels. I was a bit puzzled by this, and since at the time I was thinking in terms of woodgrain patterns, thought perhaps this might have been an unusual grain figure. Not so, at least for the "Chevrons." Now, through the kindness of Paul Culp (#508) of Perkasio, PA, we can see the Chevron dash in all its original beauty -- or ugliness, as your tastes may run. Paul hauled out of his barn the dash from a '38 Century acquired by his father long ago and took some photos. In these we can see the pattern rather clearly. It is a decal or transfer applied over the painted panel on the center section. Paul describes the paint as "satin gold," and the Chevrons as brown.

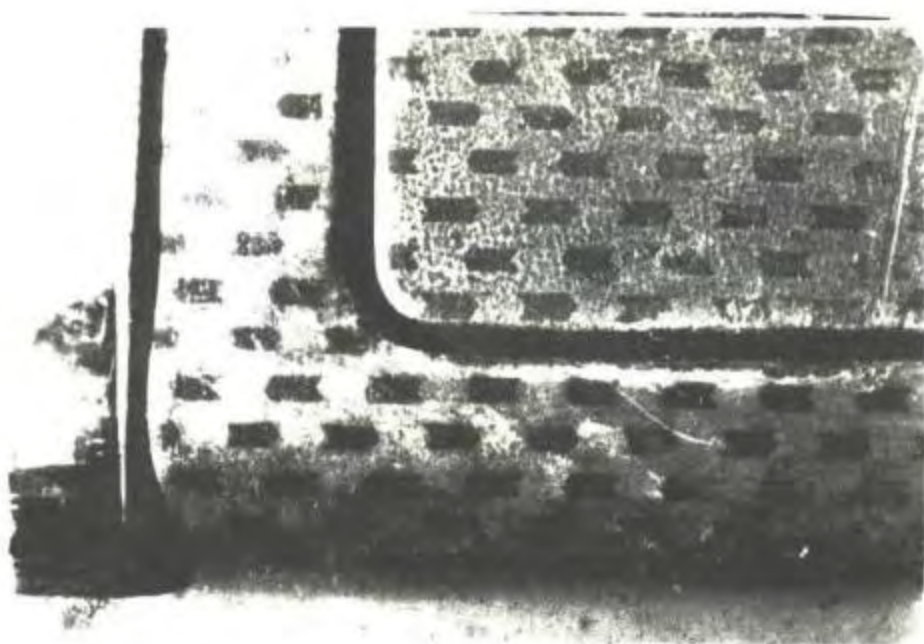
I have also been told about a 1938 Century with a pattern that was said to resemble the "engine turned" dashboards found in later Buicks.

I must say that I don't care for the "Chevron" pattern. However, it does have this virtue: a decal could be made to duplicate it, allowing the inartistic to complete their own dash restorations. Any interest in this?

The book Engineering Features of the 1938 Buick was prepared by the Technical Data Division of Buick's Engineering Department "to acquaint authorized persons within the Corporation with the Buick line of automobiles for 1938." The book was completed prior to the introduction of the 1938 models for public sale. Speaking of the "Front Compartment Equipment and Fittings," the book says:

(CONTINUED)

"The instrument board is completely redesigned with...novel and original treatment of the finish. On the Series Forty it is a new grain transfer finish to match the garnish moldings. On the Series Sixty, Eighty and Ninety the finish is a combination of painted and distinctive design transfer."



The following is found under the heading "New Garnish Moldings on All Series" (note they spelled "molding" two ways; Dave Lewis spells it in yet a third -- and sometimes a fourth -- way, but we need not get into that):

"Interiors have been made much more attractive by new treatment of the garnish moldings. On the Series Forty they have a new grain finish in English maple, with a small plastic ornament in the center of the panel below the window. On the Series Sixty the garnish moldings have a new finish along the chrome strips across the entire panel. The rear quarter windows are to have a panel the same as the doors. The Series Eighty and Ninety garnish moldings are continuous band type with wood grain finish on the panel below the moldings. Series Sixty, Eighty and Ninety moldings are finished in walnut tick....All convertible models have chrome plated garnish moldings, and chrome plated rear vision mirror frame and bracket."

Unfortunately, names such as "English maple" and "walnut tick" do not reveal much to us today.

Thus, Engineering Features plainly contemplates a "grain" dash on Series 40 cars, and a combination of paint and "distinctive design" (presumably not grain) on the 60, 80 and 90 series models. However, as we have seen from previous articles, some 1938 Centuries had a horizontal-stripe grain pattern over the entire dash (walnut or mahogany, depending on one's point of view). The book, remember, preceded introduction of the 1938 line. One conclusion we may thus draw from this -- based admittedly on circumstantial evidence -- is that the "Chevrons" (and maybe other "distinctive designs") were found on early 1938 production, with the woodgrain coming along later. Perhaps the designs proved just a bit too distinctive for general acceptance by dealers and customers.



I think we have come quite a distance since my inquiry into the subject of dashboards started last year. The one big gap remaining is 1938 80 and 90 series. In a letter to me some months ago, Bob Pipkin (#076) stated that 1938 60, 80 and 90 series cars had the woodgrain pattern already mentioned, except for some Centuries he had seen with the "Chevron" pattern. Engineering Features says the "combination" was to be used on everything except series 40, so I assume there were Roadmasters and Limiteds with the Chevrons or maybe other "distinctive designs." However, we have not heard any hard evidence of this, one way or another.



OWNERS OF 1938 80 AND 90 SERIES CARS WITH ORIGINAL INTERIORS,  
PLEASE SEND PHOTOS OR TELL ME HOW THE DASH PANEL AND  
MOLDINGS LOOK.



Once we have additional reliable information, I will recapitulate the entire series of articles into a summary. Thanks to everyone who has helped with this project so far.



## NEW MEMBERS



### NEW MEMBERS

David Boos (#569)  
8353 E. 5th St., #213  
Downey, CA 90241  
213/861-7117  
'38 '46

Denis J. Morasse (#570)  
15 Hope Road  
Dollard des Ormeaux  
Quebec H9A 2A5  
CANADA  
514/685-2222  
'38 '41

Robert Carson (#571)  
2936 W. Loucks  
Sheridan, WY 82801  
307/672-7917  
'37 4829 McL. (80C)  
'37 4819 McL. (81)

Michael Braden (#572)  
1100 Wedum Drive  
Glasgow, MT 59230  
406/228-4292  
'37 '91

Gene McCoy (#573)  
20 Raff Avenue  
Floral Park, NY 11001  
516/354-0210  
'37 '61

### OLD MEMBERS RE-JOIN

Robert Ward (#114)  
RR #1  
Beaverton, Ontario LOK 1A0  
CANADA  
705/426-7292  
'37 '90L  
'37 '81 McL.

Leonard Specht (#317)  
47 Woodbrook Circle  
Westfield, NJ 07090  
201/233-8829

Sidney Niccum (#113)  
415 2nd Ave. N.E.  
Clarion, IA 50525  
515/532-2362  
'38 '46C

Ben Gostanian (#255)  
5059 N. Van Ness  
Fresno, CA 93711  
209/435-7588  
'38 '66C

Fred Legler (#290)  
2405 N.E. 92nd Ave.  
Portland, OR 97220  
503/254-4916

Fred Pennings (#234)  
R.4, 1755 Kavanaugh Rd.  
Kaukauna, WI 54130  
414/735-8231  
'37 '61

Bill Hudson (#066)  
3426 Forest Drive  
Paducah, KY 42001  
502/443-8583  
'37 '67

H. Lee Hopkins (#013)  
P.O. Box 1046  
Orland, CA 95963  
'37 '44 '38 '66S

### NEW ADDRESS

Ross McConnell (#484)  
2280 All Saints Cres.  
Oakville,  
Ontario L6J 5N2  
CANADA  
416/849-0492



# 1938

Star example, this "G-100", of how

## LESS MONEY steadily buys MORE MILES!

**F**EW things have been so continuously stepped up in quality—so steadily reduced in cost as tires. Now new engineering advances bring you still greater mileage—still lower cost per mile—in Goodyear's great Centennial tire, the new "G-100" All-Weather.\*

To exemplify a century of progress in rubber we wanted a tire that would date anything built before—and we finally found the answer in an entirely new principle of tire design that enables us to employ materials far more efficiently.

In the "G-100" we use new stuff—a new carcass shape, a new cord-angle and more durable low stretch Supertwist\* cords that combine to *contract* the tire as the air goes in. Instead of stretching, the tread *firms down* with inflation.

Under this compression the tread literally "makes a muscle"—becomes so much *denser, tougher and resistant to wear* that it averages 33% more tread mileage!

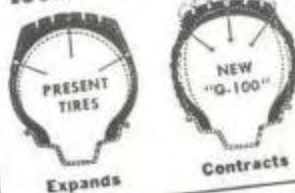
You get this *plus* in a tire that weighs *less*—a smoother-rolling, easier-riding silent tire with 11% more rubber on the road for surefooted traction and safety.

Its trim "sculptured" beauty—in both black and white sidewalls—will dress up any man's car. If you're seeking more miles at less cost this indefatigable "G-100" All-Weather is your tire. All Goodyear dealers have it—now.

\*Trade-marks of The Goodyear Tire & Rubber Company



### LOOK AT THE DIFFERENCE



Dotted outline shows shape of tires before inflation; solid section after. Note how the new "G-100" actually contracts in overall diameter—firmly compresses the tread to make it more resistant to cuts and wear.



A Centennial product of  
The Greatest Name  
in Rubber

THE GREATEST NAME

IN RUBBER

# GOODYEAR

MORE PEOPLE RIDE ON GOODYEAR TIRES THAN ON ANY OTHER KIND





# More on Rear End Swaps

## You didn't really want that '51 Dynaflow, did you

The following article and drawings by Jimmy Haggland (#299), our friend in South Africa, show another way to achieve a "rear end swap" for 40-series cars. This involves a bit of cutting and welding, but nothing beyond the capabilities of firms that do this kind of work.

The type of procedure outlined may not suit everybody's philosophy, because it involves irreversible modification of some parts of the 1937 or 1938 Buick to which the "swap" is to be applied, as well as irreversible modification of some parts taken from later-year Buicks. I would not do it myself, because I believe that only in rare and very compelling circumstances should mechanical parts, still usable, from any antique car be altered in such a way that they cannot again be made "original." But that is a subject for another day, and Jimmy's method certainly provides an ingenious yet relatively straightforward solution to the most difficult part of the "swap" business: finding the 3.9 gear set. In fact, I am somewhat chagrined that I didn't think of it myself. Our thanks to Jimmy for this every useful help -- as well as for all the past contributions. We will have more from Jimmy in future issues.

### 1937-1938 REAR END UPGRADE

by Jimmy Haggland

I have made a few drawings for 1937/1938 rear end upgrades. I feel this is a rather simple conversion, and the end result is a "Better Buick." As I have two such conversions to my credit, and a third on the way, I feel reasonably qualified to recommend it. In both instances 3.9 ratios were used, and the third will be also. Car No. 1 is a '37 46S and now has a 1949 Buick Dynaflow rear end. Car No. 2, my '38 41, has a 1951 Buick Super Dynaflow rear end. This is without a doubt the route to go; in both cases the costs were very low.

The machine work is easily and quickly carried out by a competent engineering firm. Once the carrier housing is machined, the job is about 80% complete. The torque tube represents no problems: it is a straightforward cut and weld operation -- at least, I think so. The propellor shaft I also sent to a specialist firm for welding and balancing. In my case, I had a spare '38 torque tube ready, so all I had to do was swap my carrier for the later version. The swap is completed in less than two hours and ready for the road.

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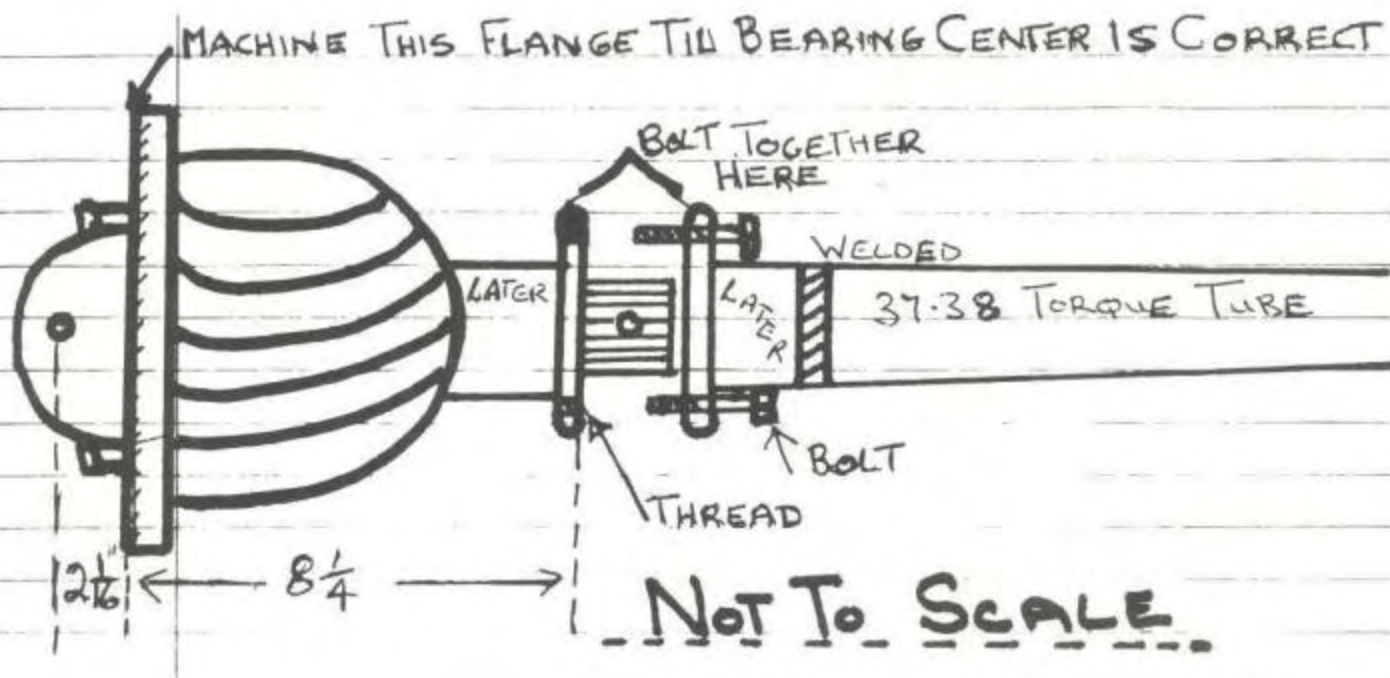
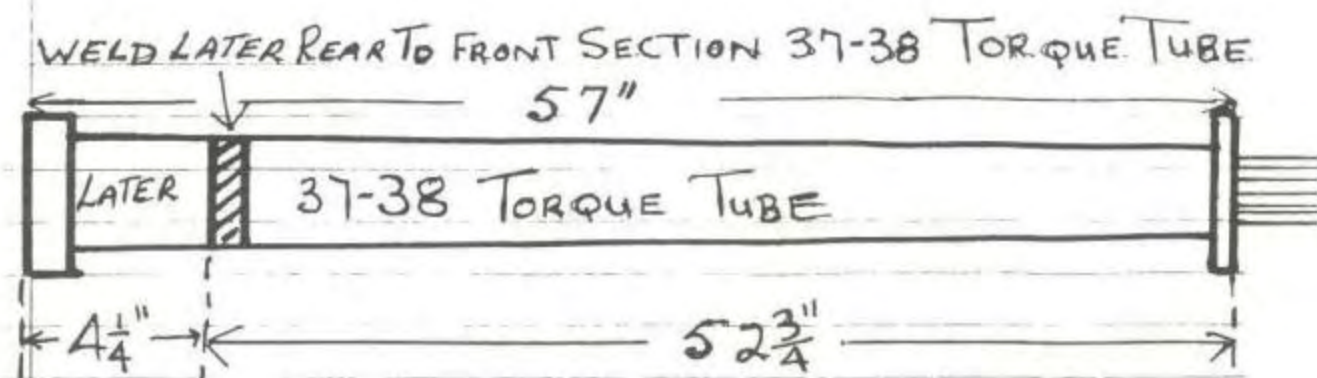
I had approximately 1/8 inch machined off each carrier housing to get my bearing centers correct, as the later housings are thicker than the original. The later housing is very strong and is approximately as thick as the original even after the flange has been machined.

Car No. 1, the '37 46S, now has several thousand miles to its credit, including two long trips of 1280 KM (about 800 miles) at 120 KMH (75 MPH). I found it necessary to do a few modifications to my '38 41, which I am now doing to the 46S as well. (More about this later.) I have a few others up my sleeve, and they should be perfected later this year.

There are no doubt other ways to do the job. I am happy with my method.

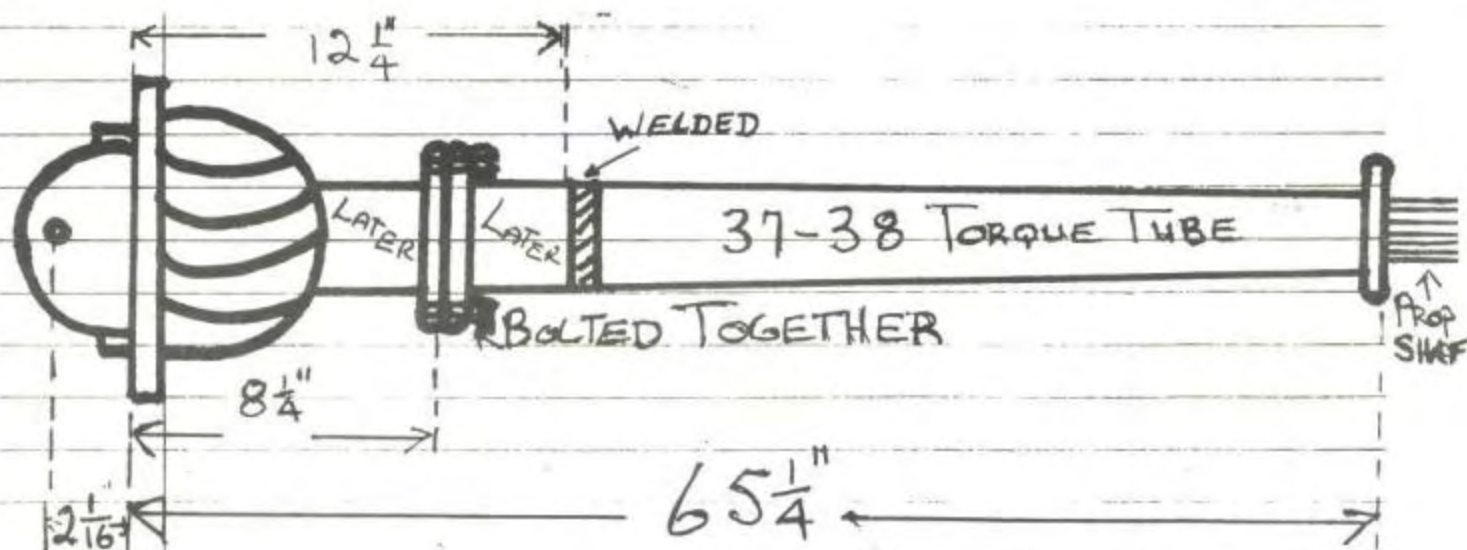
Best Wishes to All,

Jimmy.

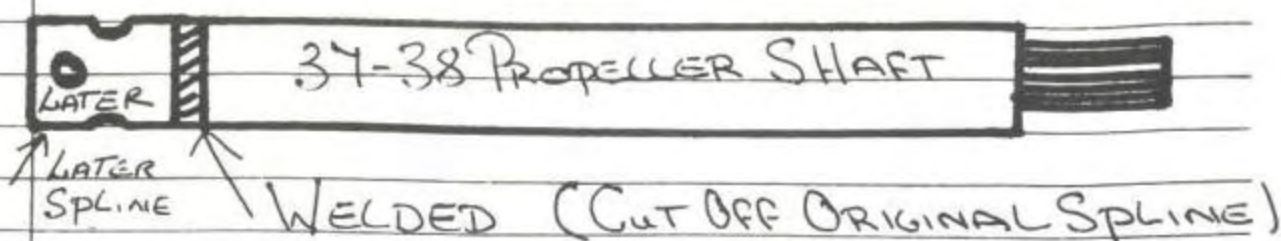


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WELD LATER REAR SPLINE TO 37-38 Prop SHAFT



ALL MEASUREMENTS MUST BE DOUBLE CHECKED AS SOME HOUSINGS ARE THICKER THAN OTHERS.

## DAVE LEWIS RESTORATION



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## An INTRIGUING EXPERIENCE

"Road test" reports are nothing new, as are auto magazines, especially in Great Britain. In 1938, the venerable British publication *The Autocar* tested a McLaughlin 4-door Special, and through the courtesy of someone who sent a copy to Dave Lewis a few years ago, we can now read their report. It is of course full of British tact and understatement, but even the circumspect authors could not help getting a little enthusiastic about the "smooth, quiet sweep of acceleration." An "intriguing experience" to be sure! They were less enthusiastic about the forward vision, slow steering and body roll, but managed to be decent about it.

In fact, the Buick was quite unlike the typical English middle-level car of those days. English car owners were taxed according to the "taxable horsepower" (more like engine displacement) of their machines, and the 31 taxable horsepower of even the small series 247 engine produced a hefty annual levy. "Petrol" was likewise expensive, and British engines were almost exclusively four or six-cylinder, small displacement, high-revving, and -- one must add -- unreliable to a degree intolerable on this side of the ocean. [I read recently a story by a former Britisher whose father routinely kept two Bentleys, since one was always under repair.] Other than the little V-8 in the Standard, the only 8-cylinder British cars of the mid- and late- 1930's I can think of without extensive research all used American engines: Railton (Hudson); Brough (Hudson); Jensen (Ford and Nash). British and European preferences and conditions favored quicker steering and flat cornering over a smooth ride. (There is the apocryphal tale of the British gentleman who always removed his dentures and substituted a custom rubber fitting before taking the wheel of his Frazer-Nash.) Thus, Buicks were not for everybody in Britain, and must indeed have been an "intriguing experience."

### No. 1,171.—31 h.p. BUICK SALOON

FOR many years the Buick has enjoyed an excellent name in this country—few imported cars have as high a reputation. After an interval, it is interesting to find that the latest model rises above the general level in such a way as to justify continuance of this opinion. The car which has been tested is the Model 40, the smallest of the present-day Buicks in engine size and wheelbase.

It is a vehicle of striking dual personality. On the one hand, it is definitely of carriage character, spacious in the body, comfortable to the point of luxury, quiet and flexible for town driving; on the other, it is an exceptionally fast and solid-feeling car for main road mile-eating. It is extremely fast not only in that it can go up to a high ultimate maximum, but also in a more practical sense, very fine acceleration being available on top gear.

Continued



It is an intriguing experience to press on the throttle at about 30 m.p.h. and feel the car surge forward in a smooth, quiet sweep of acceleration. It gathers speed in this way even against gradient, and the straight eight engine is so soft that it can really be felt no more at 75 m.p.h. than at 60. An excellent average speed can be put up on a main road, for the other features, concerned with handling, are in keeping.

At one moment this car can be threading its way through traffic in a town, with barely a sound; in a very short distance on the open road outside it can be holding its 70 m.p.h., if wanted, there being scarcely any more noise except from the wind. Almost all its running is done on top gear, with the exception of starting, dense traffic work, and on the most severe hills, or a considerable gradient where the car is baulked. The usual 1 in 6½ hill, started at about 40 m.p.h., was taken on top gear at above 30 m.p.h. to the corner at the summit, where a change down was made owing to the need for practically a dead stop. The barest use of the gears is necessary in moving away from rest.

Whilst in ideal conditions on the level a smooth minimum speed of about 5 m.p.h. is possible on top gear, in everyday driving the engine does show a little unevenness if left to pull from around 10 m.p.h., and mild pinking can just be noticed on the pull-away. Where the car has to come down to this pace a drop to second is sometimes best, and is made by a straight-through movement of the gear lever. The first-class General Motors type of synchromesh is fitted, and it is hardly possible to make a gear noise, even though one may move the lever rapidly. Second gear is nearly dead quiet.

Not everyone wishes to use very high performance on a car of this type, but, as already indicated, the Buick has admirable town manners, and is delightfully quiet and restful for leisurely driving. In considering the sheer test figures it is interesting to reflect that these are virtually of sports car character, and to note the remarkable regularity of the top gear acceleration over the different ranges of speed. The speedometer proved to be appreciably optimistic, by 2.5 m.p.h. at 30, 4.7 m.p.h. at 50, and 6.6 m.p.h. at 70, the highest reading shown being 94-95. Even at this time the car did not have the very best opportunity of working up to maximum on Brooklands track, owing to the resurfacing.

One of the most important aspects of a car such as this is the riding comfort. The suspension is soft, and provides an outstanding degree of insulation, in the back seats as well as the front. The occupants realise that wheel movement is occurring, but it is not felt, though sometimes there is a "kick up" or reaction from the rear

springs. Coil springs, not independent for each wheel, are now used at the rear, in addition to the knee-action coil spring independent front suspension. It would be incorrect to say that the body remains on an even keel if corners are taken fast, but there is a certain sideways movement and no more, the driver soon acquiring the "feel" and finding that he can maintain a rapid rate on roads that provide an average number of bends.

The steering is very low-gear, needing almost exactly 4½ turns from full lock to full lock. Thus it is not "quick" steering, a matter more particularly noticeable at lower speeds. It is, however, firm and free of road shock, and has the attribute of strong caster return action.

Bendix servo-shoe brakes are used in conjunction with hydraulic operation, a powerful combination which gave a capital and consistent emergency stopping result. They are smooth, light-acting brakes which afford confidence when using the high performance. At low speeds under braking it is noticed that the front of the car dips on the

soft springs. The hand-brake lever is fairly convenient, and can be pulled on without touching the release catch, no scratching noise arising, and will then stay in the "on" position. It holds securely on a steep hill.

The pedals are not placed unduly high; the clutch action allows latitude in methods of starting without causing jerkiness. A big steering wheel is placed at a comfortable angle, and the seat, of straight-across type, is most satisfactory. A trifle more firmness of support would be appreciated by drivers who like to sit upright, but there is not much angle to the back rest. If the windscreen were closer to the driver and the bonnet lower, vision, particularly on the near side, would be much improved.

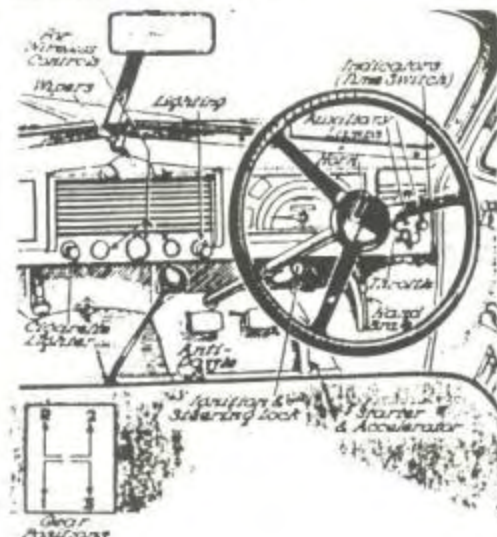
Very clear to read and including an engine thermometer, the instruments are also well lit at night by a soft effect. The rear window blind cannot be operated from the driving seat. An excellent view behind is given by the driving mirror, though not a comprehensive one in all conditions of angle and road gradient. The horn note tends to the harshness which is characteristically present-day American. Buicks sold in this country are built in Canada.

The interior finish is well done, with soft cloth upholstery of excellent quality (leather is available at £15 extra), and some small but practical points are appreciated, such as a tiny lamp to light up the interior of the package locker, switched on automatically when the lid is opened. Provision is made for easily fitting wireless, and this car had an excellent Motorola set (£20).

In the rear compartment the floor is flat, and at the centre of the seat is a folding arm-rest. The ordinary head lights are adequate for quite fast speeds, but the car tested had two low-mounted auxiliary lamps, available at £6 extra, which alone give a really good beam from the 6-volt set, and which have their own separate anti-dazzle provision. In conjunction with the standard lamps, a thoroughly well-lit path is afforded.

Unusual among transatlantic designs in having overhead valves, the engine is neat. There is an accessibly placed, if small, oil filler, and the dipstick is not awkward to reach, even though only the top panels of the bonnet normally open. Automatic choking is provided, and the engine starts at once at all times, and particularly easily, since the starter is operated through the throttle pedal. The engine will pull at once from cold, and very soon settles down to even running.

The luggage locker is of enormous capacity, unobstructed by a petrol filler pipe or by the two spare wheels, for the latter are carried in the wings.





# PARTS FOR SALE



1937 80 series (some will fit 90 series as well)

Set, runningboard brackets.....	\$25	set
Pair, rear fenders (no dents, no rot, very good).....	\$50	each
Pair, front shocks.....	\$30	pair
Two rear vent window assemblies.....	\$10	each
Bellhousing.....	\$15	
Two front fender braces.....	\$10	each
Set, top bows (for closed car).....	\$20	set
Window garnish frames.....	\$5 to \$15	
Front stabilizer bar.....	\$10	
Rear stabilizer bar.....	\$10	
Engine splash pans (3 of 5; front & 2 pass. side pcs).....	\$5 to \$15	
Two bumperettes (no dents; need plating).....	\$15	each
Instrument cluster with all gauges.....	\$5	
Set, push rods.....	\$20	set
Two water outlets.....	\$10	each
Pair, rear springs.....	\$30	pair
Two horns.....	\$15	each
Clutch & brake pedal assembly.....	\$15	
Pitman arm & intermediate steering assembly.....	\$45	
Cowl vent regulator lever.....	\$10	
Cowl vent with screen.....	\$20	
Two rear doors with handles, hinges, regulators.....	\$50	each
Front door, pass, side w. handles, hinges, regulators.....	\$50	
Rear bumper, straight & solid, needs plating.....	\$75	
Front bumper " " " " " ".....	\$25	
Front sidemount fender, very good.....	\$75	
Two front bumper brackets.....	\$15 & \$20	
Radio speaker grille.....	\$10	
Glove box door with hinge & lock.....	\$10	
Two sets, bellhousing mount shims.....	\$10	set
Two sunvisors.....	\$15	each
Dome light with mounting block, very nice.....	\$25	
Two engine side breathers.....	\$10	each
Pair, front parking lights (fair).....	\$10	pair
Hand brake lever and cable assembly.....	\$25	
Rear bumper bracket (straight, nice).....	\$20	
Three tie rods (straight, very nice).....	\$10	each
Two transmission mount cross-members.....	\$15	each
Four rear spring shackles, complete.....	\$10	each
Trunk light and license plate assembly, nice.....	\$30	
NORS U.S. Rubber Co. Heater; clean & nice fit.....	\$25	
Two rear engine mounts.....	\$15	each
Windshield division inside centerpost.....	\$5	

Continued



Rear end assembly and torque tube.....\$75  
 Pair, U-bolt & plate assemblies, hold rear springs  
 to axle.....\$20 each  
 Also have many small parts too numerous to list; more engine  
 parts for 320 engine. Write needs with SASE or call.  
 All parts listed above in decent, restorable condition except  
 where noted. Add shipping charges to all prices.

TOM GENTILE (#130)  
 26 Wilkenda Avenue  
 Waterbury, CT 06708  
 203/753-4459 (call 6 to 9 PM, EST)

EDITOR'S NOTE: We all know that 80 & 90 series parts are much  
 harder to find than 40 and 60. I am especially grateful to Tom  
 for taking the time to put this great list together, and for  
 offering these parts to fellow-members at prices I consider very  
 reasonable. PLEASE, follow his example: help out the next guy  
 with parts YOU can spare.

FOR SALE - Please include 10% for shipping .

Stainless molding complete less cowl sections  
 for 1937 Century series 61. .... \$ 75.00  
 Spark Plug Covers for Specials. .... \$ 45.00  
 Wheel Trim Rings for 16" wheel. .... \$ 12.00  
 Sidemount Cover for drivers side(left)  
 for '37 and '38 Buicks with 16" wheel. .... \$ 35.00  
 Front Fenders for Century (non welled).. \$ 90.00  
 Carburetor AA-2 Stromberg, rebuilt and  
 painted along with firewall throttle linkage  
 ..... EXCHANGE or TRADE .....  
 Paul B. Culp#508, RR#2, Box411, Perkasio, Pa. 18944  
 Please inquire with SASE or call (215) 249-3166

#### FOR SALE

All parts are from 1937 40 series  
 coupe; good used condition but  
 need cleaning and/or paint.  
 Rear shocks.....\$15 ea  
 Rear springs.....\$15 ea  
 Clutch & brake pedal  
 assembly (no pads).....\$20  
 Front brake backing plates  
 w. shoes, springs, hdwr..\$15 ea  
 Front brake drums, hubs &  
 bearings.....\$15 ea  
 Dash gauge set (oil, water,  
 amp & fuel).....\$20  
 All prices plus shipping.

GREG MARSHALL (#148)  
 14161 Riverton Circle  
 Westminster, CA 92683  
 714/897-4217

# PARTS

# FOR SALE



	PRICE
30 AA2 CARB INCOMPLETE	\$30.00
31 N.O.S. UPPER OUTER KNUCKLE SUPPORT PIN	\$35.00 EA.
32 663Y DIST USED SERIES 40	\$30.00
33 N.O.S. LOWER OUTER KNUCKLE SUPPORT PIN	\$35.00 EA.
34 USED WATER PUMP (40)	\$20.00
35 N.O.S. TIE RODS	\$30.00 EA.
36 VAC. STARTER SWITCH USED MARVEL 1937	\$35.00
39 CENTURY HOOD CHROME (TOP SIDE PIECE)	\$20.00
40 N.O.S. KING PIN SETS	\$40.00
41 USED NON-LOCKING HANDLE GOOD	\$20.00
42 N.O.S. INTERMEDIATE STEERING ARM BUSHING KIT 40,60 SERIES 1937	\$25.00
43 1 GOOD BUMPER GUARD 1937	\$20.00
45 N.O.S. NUMBER PLATE FRAMES	\$10.00 EA.
46 N.O.S. LOWER REBOUND RUBBERS 40,60	\$35.00 PAIR
47 N.O.S. UPPER REBOUND RUBBERS 40,60	\$25.00 PAIR
48 RADIO GRILL GOOD 1937	\$20.00
49 N.O.S. CLUTCH+BRAKE AIR SEAL RUBBER	\$20.00 PAIR
50 N.O.S. WORMTHRUST BEARING (FOR STEERING BOX)	\$10.00 EA.
51 USED HEADLIGHT RIMS (RIGHT SIDE ONLY)	\$15.00 EA.
52 N.O.S. WORMTHRUST BEARING CUP (FOR STEERING BOX)	\$10.00 EA.
53 USED TAILLIGHTS COMPLETE 1937	\$25.00 EA.
54 SPEEDOMETER CLUSTER TEMP. GAUGE MISSING 1937	\$50.00
55 USED FRONT BRAKE CABLE FOR 40+60 SERIES CAR	\$20.00
56 1 SET USED RODS FOR 40 SERIES CAR	\$40.00
57 N.O.S. FRONT BRAKE HOSES	\$10.00 EA.
58 USED CENTURY TRANS	\$100.00
59 N.O.S. REAR BRAKE HOSE	\$10.00
60 TRUNK HANDLE	\$30.00
61 USED SMALL SERIES TRANS	\$75.00
62 N.O.S. BUMPER BRACKETS (REAR ONLY)	\$20.00 EA.
63 RT. RUNNING BOARD GOOD COND. RUBBER DAMAGE 40 SERIES	\$100.00
64 EXCELLENT USED THROTTLE CABLE WITH KNOB 1937	\$15.00
65 N.O.S. STEERING SHAFT (40,60) 1937	\$125.00
66 EXCELLENT USED HEADLIGHT SWITCH KNOB	\$15.00
67 N.O.S. FRONT SHOCKS 40,60	\$120.00
68 REBUILT FRONT SHOCKS 40,60	\$75.00
69 N.O.S. ROCKER ARMS - LG. SERIES '38 EXHAUST	\$4.00 EA.
70 1 N.O.S. RT. REAR SHOCK 40,60 Series	\$50.00
71 N.O.S. MAIN BEARING SET '37+'38 SERIES 40 STANDARD	\$65.00 SET
72 N.O.S. MAIN BEARING SET '37 TO '46 LG. SERIES .002 UNDER	\$65.00 SET
73 REAR FENDERS GOOD USED (40,60) 1937	\$75.00 EA.
74 N.O.S. PISTON RING SET STANDARD SIZE '37 LG. SERIES (3 PIECE-STEEL RAIL)	\$50.00 SET
75 N.O.S. PISTON RING SET STANDARD SIZE '37 LG. SERIES (2 PIECE-STEEL RAIL)	\$50.00
76 NEW VALVE GUIDES	\$4.00 EA.
77 HOOD ORNAMENT PLATED FAIR TO GOOD	<del>\$25.00</del> \$25.00
78 N.O.S. TOURQUE BALL '36-'38 LG. SERIES	\$45.00
79 USED GENERATORS SERIES 40 ('37+'38)	\$30.00 EA.
80 USED 734Z STARTER FOR '37+'38 SERIES 40	\$45.00
81 HEADLIGHT LENS	\$15.00 EA.
82 1 USED TRANS. COVER PAN '37 SERIES 40 PAINTED	\$25.00
83 '37 SERIES 40 GEAR SET 4.40 TO 1	\$45.00
84 '37 CENTURY SIDE MOLDINGS 4DRS.+ BACK PIECES	\$40.00 SET
85 SET OF USED LIFTERS (FIT ALL SERIES)	\$25.00
86 N.O.S. STARTER ARMATURES (40 OR 60)	\$25.00 EA.
87 TAIL LIGHT GLASS CENTER BUICK SCRIPT	\$25.00

PLEASE ADD 10% TO ALL PRICES FOR SHIPPING

DICK DER MARDEROSIAN (#260)  
125 Strasser Ave.  
Westwood, MA 02090  
617/326-4306 after 7 PM EST



**PARTS FOR SALE**





# PARTS WANTED



## WANTED

For 1938 60 series 4-door sedan,  
need window garnish molding for  
left front door.

PAUL B. CULP (#508)  
RR # 2, Box 411  
Perkasie, PA 18944  
215/249-3166 (home)  
215/249-9163 (ofc)

## WANTED

For 1937 model 41:  
16 inch wheels, NOS or exc.  
(need six)  
NOS voltage regulator  
NOS starter switch  
NOS or exc. generator  
Set of NOS heater/defrost  
switches & knobs  
NOS light switch  
Set of dual sidemounts  
(must be restorable)

JERRY ROOT (#422)  
71 South Pollard Drive  
Fulton, NY 13069

## WANTED

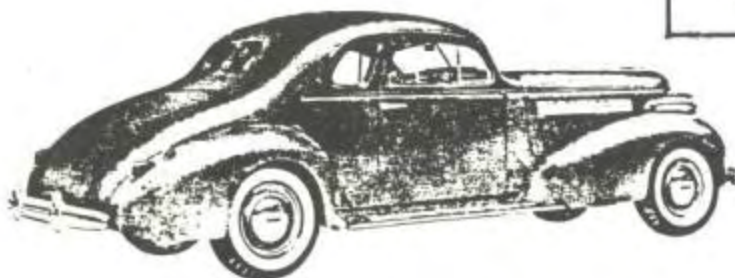
Need parts to repair fire  
damage to 1938 model 44:  
Upholstery for driver's seat &  
door (trim no. 400)  
Window & vent cranks  
Steering wheel & working horn parts  
King pins  
Driver side mirror  
The book Seventy Years of Buick  
(that '38 44 is mine!)

BILL McFERRIN (#563)  
420 Curtis  
Council Bluffs, IA 51501  
Call toll-free 800/255-2255 x1499  
or 712/328-7552 24 hrs.

## WANTED: for 1937 60 series

Stromberg AA-2 carb  
Vacuum switch  
Throttle linkage, pedal to carb  
Headlight lenses & bulbs

FRED PENNINGS (#234)  
R.4, 1755 Kavanaugh Rd.  
Kaukauna, WI 54130  
414/766-1333



# CAR FOR SALE

1938 Special Opera Coupe. Dual sidemounts. New chrome, paint,  
interior. New V-8 engine. Have original engine, transmission  
and rear end in good shape. \$8000

RON WEATHERLY (#404)  
1425 Hale  
Corcoran, CA 93212





